

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no X

Property Name: SHA Bridge No. 0303200 Inventory Number: BA-3219  
Address: McDonogh Road over Gwynns Falls Historic district: yes X no  
City: Pikesville Zip Code: 21208 County: Baltimore County  
USGS Quadrangle(s): Reisterstown  
Property Owner: State Highway Administration Tax Account ID Number: n/a  
Tax Map Parcel Number(s): n/a Tax Map Number: 67  
Project: McDonogh Road over Gwynns Falls Agency: State Highway Administration  
Agency Prepared By: State Highway Administration  
Preparer's Name: Melissa Blair and Stacey Streett Date Prepared: 10/24/2007

Documentation is presented in: \_\_\_\_\_

Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended X Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes

Site visit by MHT Staff yes X no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The Maryland State Highway Administration (SHA) Bridge No. 0303200 is located in the vicinity of Owings Mills in Baltimore County, Maryland. The bridge is situated in a wooded area west of the I-795 Northwest Expressway and immediately west of railroad tracks formerly belonging to the Western Maryland Railroad, but currently owned by CSX Transportation. The land surrounding the bridge is undeveloped land owned by the McDonogh School. SHA Bridge No. 0303200 carries McDonogh Road east-west across the Gwynns Falls, which flows north to south in this location. McDonogh Road is a narrow, two-lane county road that is twenty-feet-wide across the bridge.

In 1941, the State Roads Commission (SRC) constructed the structure as part of a statewide bridge building program. SHA Bridge No. 0303200 is a three-span, steel, deck-girder bridge. It rises approximately thirty feet from the ground. End to end, the bridge is 145 feet and ten inches. The outer spans between the abutments and piers are forty feet wide, while the center span between the piers is fifty feet wide. The deck is surmounted by painted, metal railing that intermittently extends between a series of arched, reinforced-concrete endposts and railing connectors. A concentric-arch design distinguishes the four concrete endposts and four railing connectors that project from the piers from the more modest, singly arched, concrete railing connectors, of which there are ten on each side. The deck is twenty-six-feet wide, which includes approximately three-foot-wide, safety sidewalks between the

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended X

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Tom Stulman ✓  
Reviewer, Office of Preservation Services

11/29/07  
Date

Blunt  
Reviewer, National Register Program

12/3/07  
Date

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railing and edge of the road on each side of the bridge. The drainage scuppers are located at the base of the sidewalks. Curved, concrete, corbel brackets connect the railings and underlying exterior deck girders. Seven steel I-beams support the deck. Two forty-foot-wide, reinforced-concrete piers, with rounded bullnoses, support the superstructure, along with concrete abutments.

Currently, Bridge No. 0303200 is in an overall deteriorated condition with a sufficiency rating of 62.8. There are random cracks and areas of spalling throughout the concrete deck. The sidewalks have concrete scaling, areas of loosened aggregate, and irregular cracks throughout. The concrete posts of both the north and south railings have moderate erosion and patched areas, with some spots spalling out and irregular cracks. Exterior and interior girders have areas of heavy rust. The reinforced concrete piers have moderate abrasion along the water line and areas of exposed rebar. The wing walls have surface erosion and some areas of light scale and cracking.

According to the Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, the primary character-defining elements (CDEs) of this type of metal girder bridge include the longitudinal I-beams, the abutments, and the piers (P.A.C. Spero & Co. 1995, C-48). Bridge No. 0303200 retains the CDEs of its type.

The as-built plans for Bridge No. 0303200 indicate that the bridge was constructed according to SRC specifications dated October 1939 for materials and construction and American Association of State Highway Officials (AASHO, presently AASHTO) Standard Specifications for Highway Bridges dated 1935 for design. The plans were signed by SRC's Chief Bridge Engineer, Walter C. Hopkins, and approved by SRC's Chief Engineer, Wilson T. Ballard in March 1940. Widespread use of standardized bridge plans came about in the early twentieth century. Standardized design helped meet the need for inexpensive, easily built and maintained road bridges. Two national organizations, the AASHO and the U.S. Bureau of Public Roads, were instrumental in bringing about standardization. AASHO's Subcommittee on Bridges and Structures first issued its standard specification in 1925. The U.S. Bureau of Public Roads conducted extensive tests on bridge types and promulgated standard designs for highway bridges from 1916 to 1931 (P.A.C. Spero & Co. 1995, 32).

SHA Bridge No. 0303200 is a common type of metal girder bridge found throughout the state and nation. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. Metal girder bridges built between 1920 and 1965 are generally associated with increasingly heavy employment of metal girder bridges for grade crossing elimination structures and ordinary highway bridges.

The bridge did not have a significant impact on the growth and development of the area, as there were previous crossings of Gwynns Falls at this location decades before the construction of Bridge No. 0303200. Mid-nineteenth-century maps show ancestral McDonogh Road crossing the stream in the approximately location of the existing bridge (Sidney 1850).

SHA Bridge No. 0303200 is not eligible for the National Register of Historic Places (NRHP).

The bridge is not associated with events that have made a significant contribution to the broad patterns of our history (Criterion A). SHA Bridge No. 0303200 does not reflect any important trends in the transportation development of the locality, state, region, or nation and it is not associated with an important historic crossing.

The bridge is not associated with the lives of persons significant in our past (Criterion B).

The bridge is not eligible for the NRHP under Criterion C due to a lack of architectural or engineering significance. SHA Bridge No. 0303200 is not significant in the history of bridge engineering or design, or in the development of bridge construction techniques. The bridge was not designed or built by renowned engineers or contractors. It does not exemplify any innovative

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    Considerations:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    \_\_\_ E    \_\_\_ F    \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

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SHA Bridge No. 0303200

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technological solution and it is not architecturally or artistically distinct. While the bridge could be considered a representative example of a type (Metal Girder Bridge), there are already over 50 eligible metal girder bridges across the state of Maryland, 13 of which are in Baltimore County.

SHA Bridge No. 0303200 is not likely to yield information important in prehistory or history (Criterion D). As the bridge was built from standardized plans and as-built plans are available, the bridge is not likely to reveal important information on the development of bridge technology.

## References:

P.A.C. Spero & Company and Louis Berger & Associates. Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report. Prepared for the Maryland State Highway Administration, Maryland Department of Transportation, Baltimore, Maryland, 1995.

Reindollar, Robert M. Report of the State Roads Commission of Maryland, Operating Report and Financial Report, 1939-1940. Baltimore: n.p., 1941.

Sidney, J.C. Map of Baltimore City and County, Maryland, from Actual Survey. Baltimore: James M. Stephens, 1850.

## MARYLAND HISTORICAL TRUST REVIEW

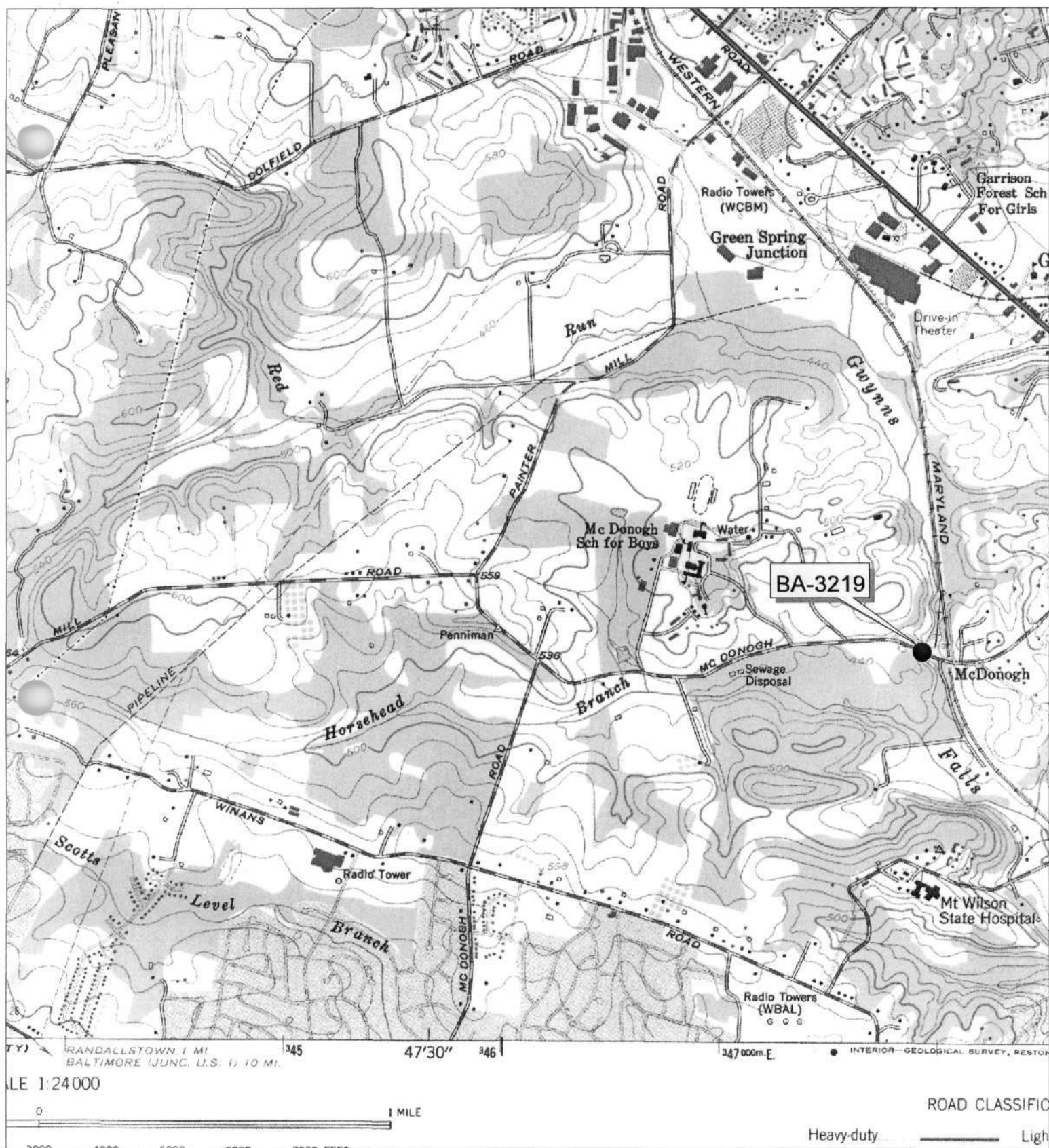
Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Date\_\_\_\_\_  
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Date



BA-3219  
 SHA Bridge No. 0303200  
 McDonogh Road over Gwynns Falls  
 Owings Mills vicinity  
 Baltimore County  
 USGS Reisterstown Quad







BA-3219

SHA Bridge No. 0303200  
McDonogh Road over Gwynns Falls  
Baltimore Carty

Melissa Blair

049910 5/34 (SR30 11)

March 2007

MD SHPO

North Elevation

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BA-3219

SHA Bridge No. 0303200

McDonogh Road over Gwynns Falls

Baltimore County

Melissa Blair

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South Elevation

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SHA Bridge No 0303200

McDonogh Road at Gwynns Falls  
Baltimore County

Melissa Blair 049910 4/34 (5R30 11)

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BA-3219

SHA Bridge No. 03032 00

McDonogh Road over Guyrns Falls

Baltimore County

Melissa Blair

049910 7/34 (5R30 11)

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March 2007

McDonogh Road over Guyrns Falls, View West

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SHA Bridge No 0303200

McDonogh Road over Guyan's Falls

Baltimore County

Melissa Blair

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McDonogh Road over Guyan's Falls, View East  
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BA - 3219

SHA Bridge No. 0303200

McDonogh Road aer Gwynns Falls

Baltimore County

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North Parapet, View East 8 00 M0 Y0 D0 03/28/07

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BA-3219

SHA Bridge No. 0303200

McDonogh Road near Guyons Falls  
Baltimore County

Melissa Blair 049910 6/34 (5R30 11)

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North Parquet, View West

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BA-3219

SHA Bridge No. 0303200

McDonogh Road over Guyanas Falls

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